

If carts are not supplied as and when required, other carts will be engaged on the spot at available rates and any extra cost incurred thereby will be debited to the account of the contractor, and the contractor will have no voice to question the rates paid.

The rates for carting of the balgi poles, steel poles and rails may be given separately according to the lengths of the poles irrespective of their weights.

The Superintendent, Power and Lighting, Mysore, will not bind himself to accept the lowest or any other tender and is also at liberty to accept or reject any or all the tenders without assigning any reasons therefor. He may also accept more than one tender if he thinks that there will be full work for more than one contractor.

The tender is for carting materials within the municipal limits of Mysore, French Rocks, Mandya and Nanjangud and should be Submitted separately for each place.

Sl. No.	Particulars	Rate
		Rs. a. p.
1	Balgi pole creosoted 30, 35, 40 and 45 feet per pole	...
2	Jungle wood poles creosoted 26, 35 and 40 feet long. (These poles are lighter than balgi poles). Per pole.	...
3	Steel poles No. 1 and 2, of 30 feet long, Weight 320 lbs. Per pole	...
4	Do 24 do 256 do	...
5	S. M. rails and other electrical materials per unit of 1,500 lbs.	...
6	From *Railway Station to M. P. L. Stores and <i>vice versa</i> . Per unit of 1,500 lbs.	...
	From M. P. L. Stores to Chamundi Hills and <i>vice versa</i> . Per unit of 1,500 lbs.	...
7	Loading and unloading wagons. Per ton	...
8	Rolling big cable reels by road in proper direction. Per reel	...

N.B.—(1) Rates for carting different sizes of Balgi poles and other miscellaneous materials per unit of 1,500 lbs. for carting outside municipal limits by road and cross country should also be given.

(2) All loads less than the unit of 1,500 lbs. will be proportionately paid for.

*Railway Station means—All the Railway Yard, i.e., parcel Office, different good sheds or any place within the Railway Yard.

A. C. MUNIRATNAM,
Superintendent.

OFFICE OF THE EXECUTIVE ENGINEER, DAM CONSTRUCTION AND NO. I. IRWIN CANAL DIVISION, KRISHNARAJASAGARA.

Notification dated 16th June 1933.

The public are hereby informed that the undermentioned Locomotive Engine is available for sale in Dam Construction and No. I, Irwin Canal Division, Krishnarajasagara. The intending purchaser may see the Engine kept at Krishnarajasagara and send in their offers for the purchase of the same in a sealed cover superscribed as tender for purchase of Locomotive Engine at Krishnarajasagara Works. The Assistant Engineer, No. 1, Dam Works Sub-Division, Krishnarajasagara, will afford facilities for examining the article. Each tender should be accompanied by a deposit of Rs. 100 in cash or Government promotes as earnest money. The above tenders will be accepted up to the 17th July 1933.

The final acceptance of any tender will rest with the Chief Engineer, Krishnarajasagara Works, Bangalore, who is not bound to assign any reason for any rejected tender.

Within fifteen days of the acceptance of the tender, the successful competitor should credit the whole amount in default of which the engine will be resold at his risk and any difference will be adjusted from his earnest money. The name of the successful competitor will be posted on the Notice Board in the Executive Engineer's Office in due course. No enquiries regarding the acceptance or rejection of a tender will receive any reply.

The decision of the Chief Engineer, Krishnarajasagara Works, Bangalore, will be final and legally binding on the purchaser.

For details of Engine, *vide* specification below.

**Specification of the steam Locomotive Engine that is lying on the North Bank at
Krishnarajasagara.**

(A) Makers—Robert Hudson, Leeds, England, Engineers and Manufacturers of Light Railway Plant.

Agents—Martin & Co., Engineers, Contractors, Clive Street, Calcutta.

(B) General Description :—

It is a four-coupled wheel, outside cylinder Locomotive, side tank engine—
Code Word " Sprechart."

(C) Summary of details ;—

(a) Diameter of cylinders	..	0-7"
(b) Length of stroke	...	0-10"
(c) Diameter of wheels coupled	..	1'-8"
(d) Wheel base	...	3'-6"
(e) Capacity of tanks	...	100 gallons
(f) Capacity of coal bunker	...	6 C.ft. or 1/5 of a ton
(g) Gauge of railway	...	2'-6"
(h) Weight loaded	...	About 7 tons
(i) Heating surface —		
(a) Fire box	...	21'00 Sq.ft.
(b) Tubes	...	123'50 "
Total	..	144'5 "

(j) Grate area .. 4'5

(k) B. H. P.—33 H. P. Hauling capacity is 44 tons in 1 in 5 D.

N.B.—Date of loco, got for works at Krishnarajasagara.....November 1914.

Before tendering, the locomotive can be inspected, as it is, and any information required may be had from the Sub-Divisional Officer, No. 1, Dam Works, Sub-Division, Krishnarajasagara.

N. SARABHOJA,
Executive Engineer.

TUMKUR DISTRICT.

Notification dated the 16th June 1933.

In continuation of this Office Notification dated the 29th May 1933, published in the *Mysore Gazette*, dated 1st June calling for tenders on the 26th June 1933 for the purchase of exclusive right of collecting Tangadi and Kakke Barks in the several Taluks of the District, notice is hereby given that the names of Hoblis pertaining to Madhugiri, Pavagada and Koratagere Taluks are furnished below. Those who are willing to take the Bob in small units may do so. The amount tendered for each unit should be clearly stated in their applications.

For full particulars, please see detailed Notification dated 31st March 1933.

Name of Taluk	Name of Hobli	Name of Taluk	Name of Hobli
1. Madhugiri	1. Madhugiri 2. Dodderi 3. Midgesi 4. Ittikadibbanahalli 5. Kodigenahalli 6. Puruware	Pavagada— <i>concd.</i> 3. Koratagere	3. Hosakote 4. Nidagal 5. Nagalmadike 1. Koratagere 2. Channaroyedurga 3. Kolala 4. Holowanahalli
2. Pavagada	1. Pavagada 2. Mugdalbetta		

M. V. NARASIMHAIA,
District Forest Officer.